

AUTOMATIC HEADLIGHT AXIS DIRECTION CONTROL FOR VEHICLES

CROSS REFERENCE TO RELATED APPLICATION

This application is based on and incorporates herein by
5 reference Japanese Patent Application No. 2000-342814 filed
on November 10, 2000.

BACKGROUND OF THE INVENTION

The present invention relates to automatic headlight
10 axis direction control system and method that adjust
automatically the axis of light emitted by a headlight of a
vehicle.

Conventionally, an automatic headlight axis direction
control system that uses a DC motor as an actuator to adjust
15 a headlight axis direction of a vehicle is proposed. A certain
position equivalent to an actual headlight axis direction is
detected by a potentiometer or the like as a position detection
sensor disposed side-by-side to the DC motor after a DC current
is applied to the DC motor. Subsequently, the headlight axis
20 is moved by the DC motor to a direction predetermined on a basis
of the position detected by the potentiometer. Therefore, a
headlight axis direction control using the DC motor provides
an advantage that the headlight axis direction control is able
to be started immediately when a headlight switch is turned
25 on because the headlight axis direction is monitored in real
time.

However, the DC motor is not driven until the headlight

axis direction control is needed. Thus, whether a failure exists in a driving system for the DC motor is not detected before the axis control is started.

Therefore, only after the headlight switch is turned on, the failure is detected for the first time if a driver is enabled to recognize a deviation from the normal headlight control characteristic. Unless the driver perceives the failure, the vehicle travels with the failure in the headlight and the headlight axis direction control is not performed at all.

Furthermore, if there is a significant deviation from the normal headlight control characteristic due to a failure in the DC motor driving system, as a result, oncoming traffic incurs glaring light and/or adequate forward visibility is not provided.

SUMMARY OF THE INVENTION

It is an object of the present invention to provide automatic headlight axis direction control system and method that include a function that a failure in a driving system of an actuator used for adjusting a headlight axis direction of a vehicle is detected before a light axis direction control is started, thereby improving reliability the headlight axis direction control.

According to the present invention, an actuator is driven with a predetermined current output thereto before a headlight axis direction control is started by using a headlight axis control angle calculated on a basis of a variety of sensor

information. At that time, if there is no variation in an output from a potentiometer, a failure in the driving system of the actuator is decided to exist. Therefore, for example, if failure detection is implemented when an ignition switch to start an engine is turned on, the failure in the driving system of the actuator is detected before the headlight needs to be turned on.

BRIEF DESCRIPTION OF THE DRAWINGS

The above and other objects, features and advantages of the present invention will become more apparent from the following detailed description made with reference to the accompanying drawings. In the drawings:

Fig. 1 is a schematic view showing an automatic headlight axis direction control system for a vehicle according to an embodiment of the present invention;

Fig. 2 is a schematic view showing a relation in mechanical interconnection among a DC motor for adjusting a headlight axis direction, a set of gear series for moving the headlight axis, and a potentiometer in the embodiment;

Fig. 3 is a flow chart showing headlight axis control in a CPU included in an ECU utilized in the embodiment;

Fig. 4 is a cross-sectional view showing a partial structure of a headlight in the embodiment;

Fig. 5 is a flow chart showing an initializing procedure for the headlight axis control executed in the embodiment;

Fig. 6 is a time chart showing transitions of a DC motor

driving signal and of an outputted signal from the potentiometer in the embodiment;

Fig. 7 is a flow chart showing a procedure for normal headlight axis control executed in the embodiment; and

5 Fig. 8 is a time chart showing transitions of a DC motor driving signal and of an outputted signal from the potentiometer in the embodiment.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT

10 The present invention will be described in detail with reference to a preferred embodiment.

As shown in Fig. 1, vehicle height sensors 11F and 11R are attached to front and rear axles at either driver's seat side or passenger's seat side, respectively. Height value HF calculated on a basis of a height signal HFS from the sensor 11F, height value HR calculated on a basis of a height signal HRS from the sensor 11R, and a variety of sensor signals SS from other sensors S are inputted to an ECU (Electronic Control Unit) 20 mounted in a vehicle. Each of the height values HF and HR are a differential between local real height and nominal vehicle height. In Fig. 1, the ECU 20 is illustrated outside a vehicle for convenience.

20 The ECU 20 is a logical calculation circuit composed of a CPU 21 that is a central processing unit for a variety of calculations, a ROM 22 in which a control program is stored, a RAM 23 in which a variety of data is stored, a backup RAM 24, an I/O (input-output) circuit 25, a bus line 26

interconnecting the above circuit, or the like.

Right and left headlights 30L and 30R of the vehicle have respectively DC motors 35L and 35R to control headlight axes thereof. Potentiometers 36L and 36R are disposed side-by-side with the DC motors 35L and 35R, respectively. A positional signal PS outputted from each of the potentiometers 36L and 36R is inputted into the ECU 20. As described hereinafter, in response to the positional signal PS from the potentiometer 36L (36R) and other sensor signals SS, a headlight axis control angle for adjusting headlight axis direction for the headlight 30L (30R) is calculated and the DC motor 35L (35R) is driven to adjust the axis direction of the headlight 30L (30R).

As shown in Fig. 2, the DC motor 35L (35R) is driven in response to a driving signal DS for the DC motor from the ECU 20 and rotates gear series 351L (351R). Thereby, headlight axis LA denoted by an open arrow sign is moved and the axis direction of the headlight 30L (30R) is controlled. A predetermined voltage from the ECU 20 is applied between both terminals of the potentiometer 36L (36R) and intermediate terminal disposed between both terminals makes a rotary movement when the gear series 351L (351R) is rotated. Thereby, the real time divided voltage of the potentiometer 36L (36R) is outputted into the ECU 20 as the positional signal PS.

Hereinafter, an entire processing routine for the headlight axis control in the CPU 21 of the ECU 20 is explained by using a flow chart shown in Fig. 3. This processing routine is started in the CPU 21 when an ignition switch (not

illustrated) is turned on for engine starting or immediately after an engine starting.

As shown in Fig. 3, initialization is done at step S101 in the first place. In the initialization, predetermined current is outputted from the input-output circuit 25 as a motor driving current to the DC motor 35L (35R). At the next step S102, whether there are any failures in the driving system of the DC motor 35L, 351L (35R, 351R) is decided.

Specifically, the failure decision is based on the variation of the positional signal PS from the potentiometer 36L (36R) when the predetermined current is outputted to the DC motor 35L (35R) at the step S101. If the positional signal PS from the potentiometer 36L (36R) varies within a predetermined range, the driving system of the DC motor 35L, 351L (35R, 351R) is decided to be normal because there is a positional change in the driving system 35L, 351L (35R, 351R). On the other hand, if the positional signal PS from the potentiometer 36L (36R) does not vary or varies out of the predetermined range, the driving system of the DC motor 35L, 351L (35R, 351R) is decided to have a failure because there is no proper positional change in the driving system 35L, 351L (35R, 351R).

Whether the positional signal PS is within the predetermined range is determined on a basis of two requirements mentioned below. One is that the outputted signal from the potentiometer is within a designed range. The other is that the driving signal DS for the DC motor and an

output variation from the potentiometer are identical in fluctuation thereof, namely, the output from the potentiometer results in becoming larger when the DC motor is driven in the direction where the output from the potentiometer is designed to become larger.

Failures in the driving system of the DC motor 35L, 351L (35R, 351R) include the case that the driving system 35L, 351L (35R, 351R) is not operated because some parts in the headlight 30L (30R) is caught by something, in addition to an abnormal driving performance of the DC motor 35L (35R).

If any failures are decided to exist at step S102, namely, there are any failures in the driving system 35L, 351L (35R, 351R), the next step S103 is executed. As a procedure for dealing with the failures, for example, a warning lamp on an instrumental panel is turned on, and/or power supply to the DC motor 35L (35R) is stopped, and afterward the routine is finished.

On the other hand, if no failures in the driving system 35L, 351L (35R, 351R) are decided to exist at step S102, the next step S104 is executed to input a variety of sensor signals SS of the vehicle. Subsequently, the next step S105 is executed and a pitch angle θ_p , that is a tilt angle from a predetermined reference plane extending to the vehicle traveling direction, is calculated by the following equation eq. 1 by using the height values HF and HR from the sensors 11F and 11R in all sensor signals inputted at the step S104. In the equation, L_w is a wheel base that is a distance between the front axle

and the rear axle.

$$\theta_p = \tan^{-1} \{ (HF - HR) / L_w \} \quad \dots \text{eq. 1}$$

A headlight control angle θ_A , with which the headlight 30L (30R) does not give glaring light to oncoming traffic, is calculated from a equation using the pitch angle θ_p , $\theta_A = -\theta_p$. Afterward, the next step S106 is executed to drive the DC motor 35L (35R) on a basis of the light control angle θ_A calculated at the step S105 for adjusting the light axis direction of the headlight 30L (30R). The light control angle θ_A under a normal control procedure for the headlight 30L (30R) is compensated such that the adjusted light axis direction provides a 1 % tangent angle, namely, about 0.57 degree angle, below the predetermined reference plane to ensure driver's visibility without giving glaring light to vehicles traveling ahead or the like. After the above step S106, the step S104 is executed again, and subsequently the steps S105 and S106 are executed repeatedly. Headlight axis direction control of the headlight 30L (30R) in the direction perpendicular to the vehicle traveling one is omitted in this embodiment.

As shown in Fig. 4, the headlight 30L (30R) is mainly composed of a lamp 31, a reflector 32 that fixes the lamp 31, a support rod 33 that is a rod-shaped part supporting the reflector 32 such that the reflector 32 can be moved in a direction denoted by an arc-shaped arrow, a movable rod 34 that is a movable rod-shaped part supporting the reflector 32, and the DC motor 35L (35R) that drives the movable rod 34 in a direction denoted by straight arrows. The movable rod 34 is

driven by the DC motor 35L (35R) in the direction denoted by the straight arrows to rotate the reflector 32 around the end of the support rod 33 such that the reflector 32 is tilted by the headlight axis control angle described above in the vertical direction, thereby the light axis of the headlight 30L (30R) is adjusted.

The movable rod 34 whose position determines the light axis angle of the headlight 30L (30R) is initially set such that a virtual base line BL provided on the rod 34 is in coincidence with a center position CP denoted by zero (0) on a fixed virtual scale as shown in Fig. 4, and is driven both in a plus (+) side range between the center position CP and an upper limit position UL and in a minus (-) side range between the center position CP and a lower limit position LL.

Hereinafter, on a basis of components shown in Fig. 4, the initializing routine S101 of the headlight axis direction control in the CPU 21 of the ECU 20 is explained more fully with reference to a flow chart shown in Fig. 5 and Fig. 6. The initializing routine is started in the CPU 21 when the ignition switch (not illustrated) is turned on or after the engine is started.

As shown in Fig. 5, at step S201, a target output signal of the potentiometer 36L (36R) is set. The signal is equivalent to a signal at the upper limit position UP shown in Fig. 6 when the movable rod 34 is moved from the center position CP to the upper limit position UL shown in Fig. 4, namely when the movable rod 34 is moved from the initial position IP at time t1 to the

upper limit position UP at time t2 as shown in Fig. 6. At the next step S202, the driving signal DS for the DC motor 35L (35R) is outputted into DC motor 35L (36R) during a time period between t1 and t2 shown in Fig. 6 on a basis of the target value set at the step S201 and the light axis direction of the headlight 30L (30R) is adjusted such that the positional signal PS from the potentiometer 36L (36R) indicates a target value at the upper limit position UP shown in Fig. 6. Subsequently, at the next step S203, an output peak hold value of the positional signal PS from the potentiometer 36L (36R) at time t2 is inputted.

At the next step S204, whether the output peak hold value inputted at the step S203 equivalent to the signal at the upper limit position UP shown in Fig. 6 is within a predetermined range is determined. If the output peak hold value is within the predetermined range, the next step S205 is executed. At step S205, another target output signal of the potentiometer 36L (36R) is set. The signal is equivalent to a signal at the lower limit position LP shown in Fig. 6 when the movable rod 34 is moved from the upper limit position UL to the lower limit position LL shown in Fig. 4, namely when the movable rod 34 is moved from the upper limit position UP at time t2 to the lower limit position LP at time t3 as shown in Fig. 6. At the next step S206, another driving signal DS for the DC motor is outputted into DC motor 35L (36R) during a time period between t2 and t3 shown in Fig. 6 on a basis of the target value set at the step S205, and the light axis direction of the headlight

30L (30R) is adjusted such that the positional signal PS from the potentiometer 36L (36R) indicates the target value at the lower limit position LP shown in Fig. 6. Subsequently, at the next step S207, another output peak hold value of the positional
5 signal PS from the potentiometer 36L (36R) at t2 is inputted.

At the next step S208, whether the output peak hold value inputted at the step S207 is within another predetermined range is determined. If the output peak hold value is within the predetermined range, the driving system of the DC motor 35L, 351L (35R, 351R) is determined to be normal, and the routine is finished after a normal procedure is executed at the next step S209. As the normal procedure at the step S209, the driving signal DS for driving the DC motor 35L (35R) is supplied while the movable rod 34 driven by the DC motor 35L (35R) is
15 moved from the lower limit position LL to the center position CP shown in Fig. 4, namely, during a time period between t3 and t4 shown in Fig. 6, and the light axis direction of the headlight 30L (30R) returns such that the positional signal PS from the potentiometer 36L (36R) indicates the target value
20 at the initial position IP shown in Fig. 6.

On the other hand, if any of the output peak hold value at the upper limit position UP or the output peak hold value at the lower limit position LP is decided to be out of the predetermined range at the step S204 or the step S208, namely,
25 a failure is decided to exist in the driving system of the DC motor 35L, 351L (35R, 351R), the next step S210 is executed to deal with the failure. Afterward, the routine is finished.

As described above, as a procedure for treating the failure, for example, a warning lamp on an instrumental panel is turned on, and/or power supply to the DC motor 35L (35R) is stopped.

Hereinafter, the normal routine of the light axis control in the CPU 21 of the ECU 20 is explained with reference to Fig. 7 and Fig. 8. The normal routine is started on a predetermined interval basis after the initializing routine.

As shown in Fig. 7, a target value of the positional signal PS is set at step S301. After that, the next step S302 is executed. The driving signal is outputted to the DC motor 35L (35R) on a basis of the target values set at the step S301, and the light axis direction of the headlight 30L, 30R is adjusted such that the positional signal PS from the potentiometer 36L (36R) provides the target value.

For example, a first target value TV1, a second target value TV2, and a third target value TV3 are taken for an explanation as shown in Fig. 8. A plus side driving signal is supplied during a period between time t01 and t02, no signal is supplied during a period between time t02 and t03 and another period between time t04 and t05, and a minus side driving signal is supplied during a period between time t03 and t04 and a period between time t05 and t06. Thereby, the light axis direction of the headlight 30L, 30R is adjusted such that the positional signal PS from the potentiometer provides the first target value TV1, the second target value TV2, and the third target value TV3 in order.

The next step S303 is executed to decide whether the

positional signal is practically equal to the target value. Unless a predetermined condition is satisfied at the step S303, the step S302 is executed again. If the predetermined condition is satisfied at the step S303, namely, the positional
5 signal PS is practically equal to the target value, the next step S304 is executed. A predetermined current supply for the DC motor 35L (35R) is stopped, thereby the driving system of the DC motor 35L, 351L (35R, 351R) is stopped, and the routine is finished.

As in the embodiment described above, if failure detection by the initializing routine is implemented when the ignition switch to start an engine is turned on, a failure in the driving system of the DC motor 35L, 351L (35R, 351R) is detected before the headlight 30L (30R) needs to be turned on. Thereby, reliability in a system for light axis direction
10 control of the headlight 30L (30R) is improved.

If the failure of the driving system of the DC motor 35L, 351L (35R, 351R) is detected, for example, the warning lamp is turned on, thereby drivers are enabled to recognize the
15 failure and be urged to have the system fixed. In addition, for example, coils of the DC motor 35L (35R) are prevented from burning by stopping the current supply to the DC motor 35L (35R).

In the embodiment of the present invention, the DC motor
20 35L (35R) and the potentiometer 36L (36R) are utilized as means for adjusting the leadlight axis direction and for the position detection equivalent to the axis direction, respectively.

However, instead of a DC motor, other actuators may be used. Instead of a potentiometer, any means that enable control position detection may be used. The present invention is able to be applied to a method where the pitch angle θ_p is estimated by using a single vehicle height sensor mounted to either of the front side or the rear side of a vehicle.

Other modification and alterations are also possible without departing from the spirit of the invention.